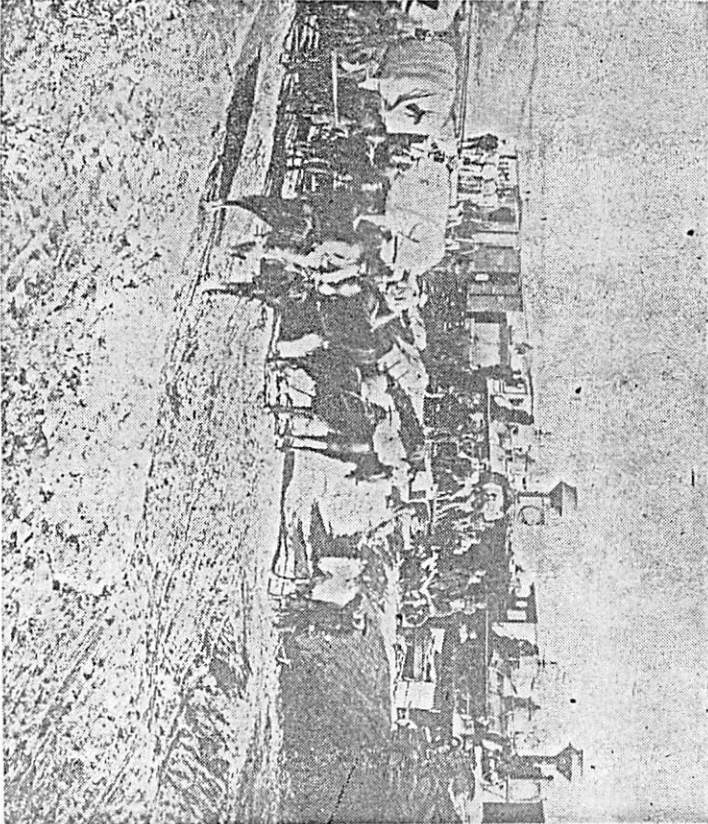
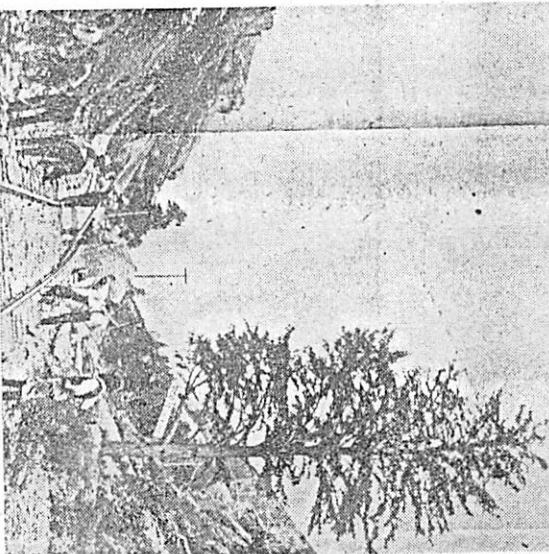


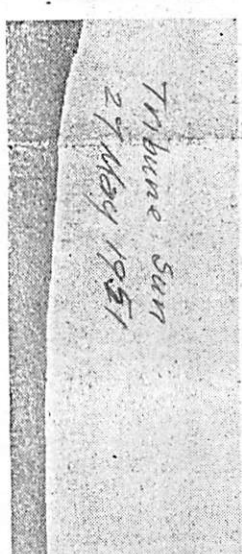
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By 1867 U. P. tracks had reached Archer, Wyo., the railroad engine and the wagons dramatizes where this picture was taken. The meeting of the split between the frontier and the east.



A construction crew lays track at the 1000-mile tree west of the U. P.'s eastern terminus. Work was hard and life was tough.



Tribune Sun
27 May 1951

Nothing Serious

by Dan Valentine

I hate to start a war with Dallas, Tex., because those Texas boys are tough hombres, but the honor and pride of Salt Lake City and the Intermountain west are at stake.

A recent survey of well-dressed women in the United States places Dallas girls first, and the Salt Lake women in fourth place. In between are Chicago and Cleveland.



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This we won't stand. We think Salt Lake rates the top spot. Salt Lake girls have a national reputation as being well-dressed. And that goes for girls in other Intermountain West towns, too. The women in Boise and Billings, Mont., are particularly well-dressed, as are the girls in Rock Springs, Wyo., and Twin Falls, Ida. The survey (which originated in Dallas, naturally) said the Texas girls dressed just a bit "smarter" than women in other places.

However the survey did admit that Salt Lake women had a "knack of dressing with freshness." The report said that Salt Lake women looked "crisp" when they walked down the street.

They hit the nail on the head. Some of our Salt Lake gals dress so crisp they crackle like a dollar's worth of cellophane.

But I can prove that Salt Lake women are the best-dressed in the nation—because Salt Lake men are among the worst-dressed. And the way clothes cost today, both a man and his wife can't both be well-dressed.

Usually the little lady gets the new duds. Personally, I'm going to get a new suit any year now!

Talk About Bad Luck

From Jaunita Broman comes this hard-luck story of a Salt Laker who was moving from Salt Lake to Spanish Fork:

Howard Heller was moving to his new home and he took special care to be careful with his brand new electric refrigerator. He placed the gleaming appliance in the van, tucked it in, tied it up. So what happened? It broke loose, slipped from the van and dropped on Howard's foot.

If that wasn't enough, a few days later Howard lost an expensive diamond ring from his finger.

His luck should be nothing but good from now on if there is anything to the law of averages.

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Proceeded in spurts

In 1871 the Utah Southern railroad was organized. Its principal stockholders included such church leaders as Joseph A. Young, William Jennings and Bishop John Sharp. The line was started at Salt Lake City in 1871. Work proceeded in spurts until Juab was reached in 1879.

But the Utah Southern and its later extension to Frisco were ultimately destined for greater things. Before many more years had passed the railroad was built on to Los Angeles via Milford, Las Vegas and Caliente.

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With the passing of years all these Utah railroads, so courageously pushed through the wilderness by far-sighted leaders of the Church, were taken into the Union Pacific System. The result is that today Utah can be likened to the head of a huge pitchfork of transportation.

Tines Reach Westward

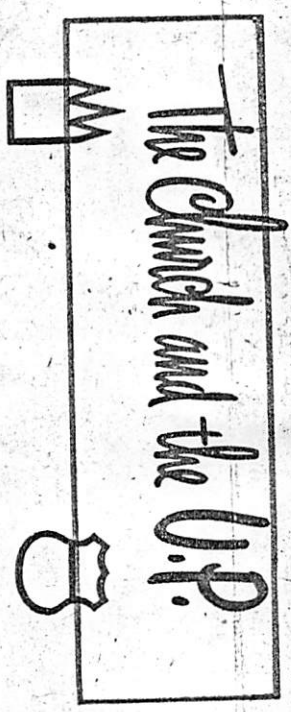
Picture the line from Utah east as the handle. Three tines reach westward from Utah: the upper one to the Pacific Northwest, the center one to San Francisco, and the lower one to Southern California.

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THE SALT LAKE TRIBUNE

By 1867 U. P. tracks had reached Archer, Mo., the railroad engine and the wagons dramatizes where this picture was taken. The meeting of the split between the frontier and the east.



The LDS church has had an important part in the building of this immense railroad.

The story of the relationship between the Church of Jesus Christ of Latter-day Saints and Union Pacific Railroad is a romantic story. A story that is the saga of the building of the nation:

It is superfluous to say that the past, present and future of the Church and the railroad are closely interwoven. It is a financial, economic and personal relationship. But perhaps you do not realize how many years back this close association dates.

Our story of the Church and Union Pacific centers, of course, in Utah. But records indicate that the Church began to call for a transcontinental railroad some time between 1849 and 1852.

In that year, 1852, the territorial legislature of Utah asked Congress to establish rail service. Thirteen years later steel rails began to move westward from Omaha, Nebraska.

He Was a Director

The railroad did not reach Utah until 1868, but the church had more than a casual interest in the project long before that date. Brigham Young was one of the subscribers for the original capital stock of the company. In 1862 he subscribed for five shares of stock at a par value of \$1000 per share. He paid down the required 10% and in due course paid for the shares in full. Young was also a Union Pacific director in 1865 but records do not show him a member of the board before or after that year.

By Paul Riggdon

Caretaker, Union Pacific Museum, Omaha, Neb.

1874 until the time of his death in December, 1891.

At this point it might be well to leave Union Pacific long enough to review the early transportation problem of Salt Lake valley.

Travel Was Hard

The first pioneer wagon caravan crossed Utah in 1841. Travel was hard and tedious, but from 1847 on thousands of Mormon families made the grueling journey. One member of the church wrote in his journal that he counted the revolutions of a wagon wheel in order to get the exact distance traveled. He did this, he explained, because there was generally a difference of from two to four miles in a day's travel between his estimate and that of his fellow travelers.

The Gold Rush of 1849 to 1850

brought about a mushrooming demand for supplies and military equipment in the west. Many Utahns entered the freighting business and moved supplies by ox-drawn wagon. Passengers and mail traveling by ox team required several months to cross the plains. But by 1851 stage coaches were making regular trips from Independence and St. Joseph in Missouri to Great Salt Lake City.

Rails Probed Closer

A six-horse stage coach could accommodate 14 passengers, mail, express and 25 pounds of baggage for each person. At first the trip took 30 days but the time was later cut to 18 days. The fare ranged from \$150 to \$160 and during the Civil War it reached an all-time

However, a great many Mormon immigrants were too poor to travel by wagon train or stagecoach. To help these people, authorities of the church developed a method of travel by hand-cart. Every traveler was limited to 19 pounds of baggage and every able-bodied person was expected to pull a cart. The plan went into effect in the spring of 1856 and by 1861 nearly 4000 persons crossed the plains to Utah by hand-cart.

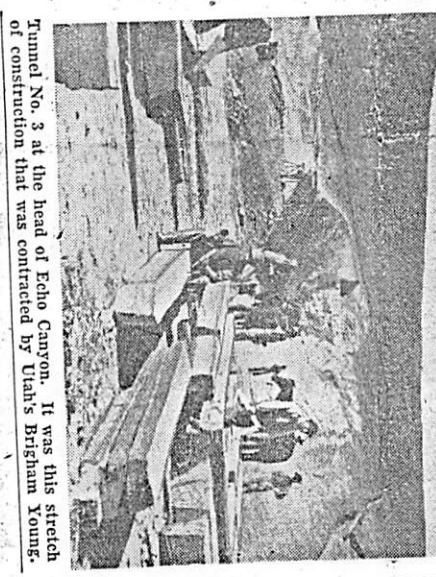
In 1860 the Pony Express was organized with 500 fast horses and more than 200 men. The route was from St. Joseph to Salt Lake City to Sacramento. In 1861 the Overland telegraph was established and the Pony Express gave way to the march of progress.

That was the transportation picture as the gleaming rails of Union Pacific probed ever closer toward the new commerce founded by Brigham Young in Utah.

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THIS WEEK'S TRIBUTES

We give the Valentines this week to: Dr. B. K. Merrill, Salt Lake dentist, who returned to active military service with the army recently to take special training in atomic administration in Washington, D. C. . . . To Harry B. Earl, secretary-manager of the Credit Bureau of Salt Lake City, who has gained national recognition for his work in that field. . . . To Barry Lynn, Salt Lake dancer and instructor, who recently appeared in a solo dance program at Carnegie Hall in New York—the big league of dance! . . . To George Smith, caretaker, who is responsible for the beautiful landscaping and flowers at Salt Lake's Jordan Park. . . . To Mr. and Mrs. Ernest Hindley, American Fork, who converted an old vat into a beautiful swimming pool in their back yard for the neighborhood children. . . . To Maurice Warshaw, Salt Lake grocery chain operator, who is matching all funds donated in his stores for the Utah Society for the Physically Handicapped. . . . To William H. Mott, Vernal barber, who is taking his first vacation in 40 years.

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27 May 1951

10 Dec 1947

Nothing Serious

by Dan Valentine

I hate to start a war with Dallas, Tex., because those Texas boys are tough hombres, but the honor and pride of Salt Lake City and the Intermountain west are at stake.

A recent survey of well-dressed women in the United States places Dallas girls first, and the Salt Lake women in fourth place.

In between are Chicago and Cleveland.

This we won't stand. We think Salt Lake rates the top spot. Salt Lake girls have a national reputation as being well-dressed. And that goes for girls in other Intermountain West towns, too. The women in Boise and Billings, Mont., are particularly well-dressed, as are the girls in Rock Springs, Wyo., and Twin Falls, Ida.



Dan Valentine

The survey (which originated in Dallas, naturally) said the Texas girls dressed just a bit "smarter" than women in other places. However the survey did admit that Salt Lake women had a "knack of dressing with freshness." The report said that Salt Lake women looked "crisp" when they walked down the street.

They hit the nail on the head. Some of our Salt Lake gals dress so crisp they crackle like a dollar's worth of cellophane. But I can prove that Salt Lake women are among the worst-dressed. And the way clothes cost today, both a man and his wife can't both be well-dressed. Usually the little lady gets the new duds. Personally, I'm going to get a new suit any year now!

Talk About Bad Luck

From Jauvita Broman comes this hard-luck story of a Salt Laker who was moving from Salt Lake to Spanish Fork:

Howard Heller was moving to his new home and he took special care to be careful with his brand new electric refrigerator. He placed the gleaming appliance in the van, tucked it in, tied it up.

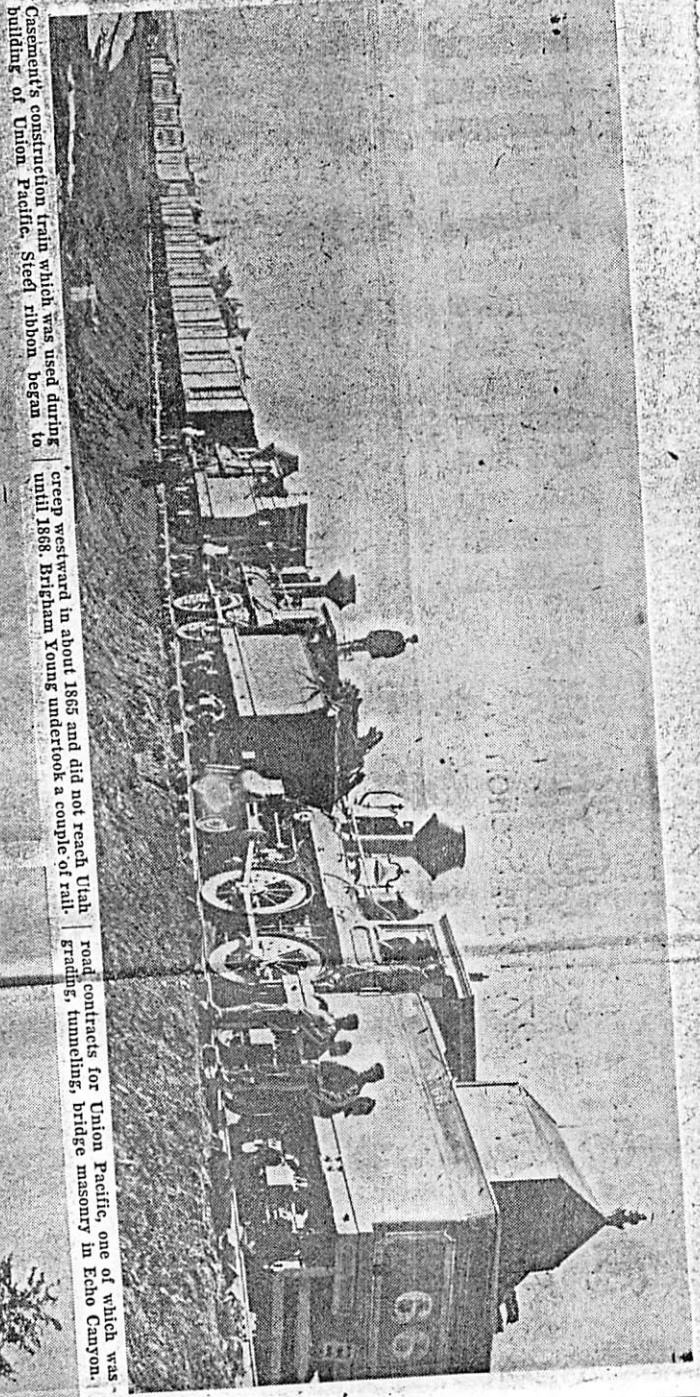
So what happened? It broke loose, slipped from the van and dropped on Howard's foot.

If that wasn't enough, a few days later Howard lost an expensive diamond ring from his finger.

His luck should be nothing but good from now on if there is anything to the law of averages.

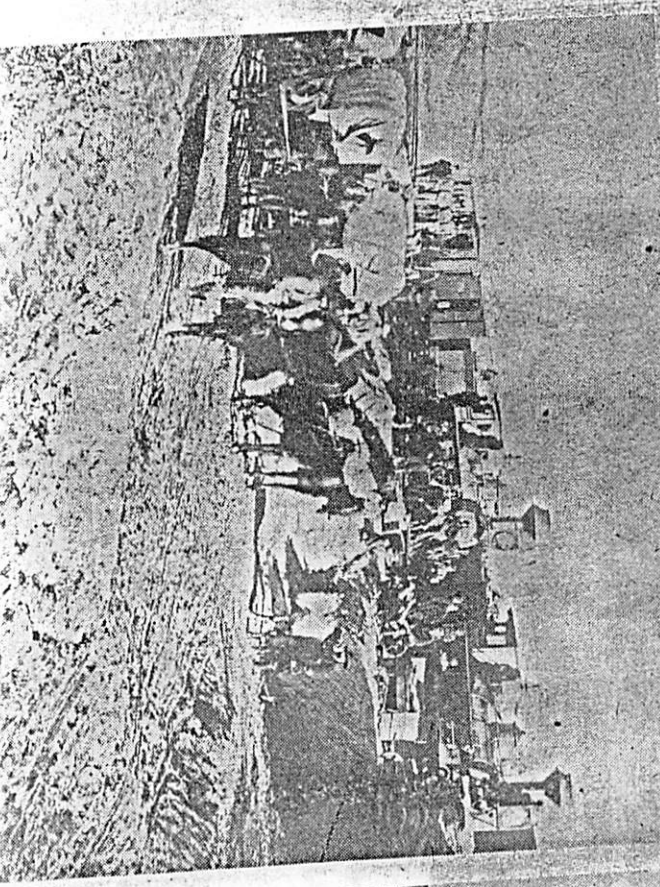
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A construction crew lays track at the 1000-mile tree west of the U. P.'s eastern terminus. Work was hard and life was tough.